

West Dover Connector (Saulsbury Road Extension) Working Group *Meeting No. 3 Modern Maturity Center September 22, 2004*



Working Group Members

Robert “Dick” Bewick
Woodbrook Resident

Brian Belcher
Crossgates/Mayfair Resident

James Brown
Mayor, Wyoming

Gerald Buckworth
34th Representative District

Steven Cain
*President, Crossgates/Mayfair
Homeowner’s Association*

Zachery Carter
*Director, Dover Parks and
Recreation*

Gloria Chappell
Lincoln Park Resident

Jane Edwards
*Kesselring Property
(East of New Burton Road)*

Colin Faulkner
*Director, Kent County
Department of Public Safety*

James Galvin
*Director, Dover Planning
And Inspections*

Darren Harmon
Kraft Foods

Connie Holland
*Director, Office of State Planning
Coordination*

James Hutchison
*Executive Director, Central
Delaware Chamber of Commerce*

Frank King
*President, Wyoming Mills
Homeowner’s Association*

Rob McCleary
DeIDOT Representative

Milton Melendez
Department of Agriculture

Robert Mooney
Mayor, Town of Camden

Jack Papen
Farmer, Major Property Owner

Randi Pawlowski
*Dover First Seventh-Day
Adventist Church*

Michael Petit de Mange
Director of Planning Services, Kent County

Ann Rider
Crossgates/Mayfair Resident

Eugene Ruane
Dover City Councilman - 2nd District

Robert Sadusky, Sr.
Dover City Councilman – 2nd District

Reuben Salters
Dover City Councilman – 4th District

Working Group Members

Deb Scheller
Eden Hill Farm

Janice Sibbald
Crossgates/Mayfair Resident

Sammy Smith
Rodney Village Resident

Carl Solberg
*Director, Kent County
Parks and Recreation*

Steve Speed
Mayor, City of Dover

Ali Stark
Sherwood Resident

John Still
17th Senatorial District

Donna Stone
32nd Representative District

Donald Sylvester
*President, Rodney Village
Homeowner's Association*

Doris Kesselring Taylor
*Kesselring Property
(West of New Burton Road)*

Nancy Wagner
31st Representative District

Craig Wearden
*Principal,
W. Reiley Brown Elementary School*

John Whitby
Kent County Motor Sales Company

Juanita Wieczoreck
*Executive Director,
Dover/Kent County MPO*

Opening Remarks - Agenda

Field Tour

Dinner

Opening Remarks and Update on Resource
Agency Meeting

Update on City of Dover's Zoning Ordinance
Amendment

Revised Goals and Objectives

Key Observations from Field Tour

Preliminary Concepts

Breakout Teams – Work Session on
Preliminary Concepts

Brief Breakout Team Reports

Next Steps

Next Meeting Date and Agenda

Adjourn

Jay Kelley

James Galvin

Bob Kramer

Bob Kramer

DMJM+HARRIS

Breakout Teams

Breakout Team Facilitators

Jay Kelley

Bob Kramer

Opening Remarks - Project Notebook

- Tab 1 – Meeting Slides
- Tab 2 – Meeting Minutes from July 14th
- Tab 3 – 11 x 17 Concept Maps
- Tab 4 – Concept Pros and Cons
- Tab 5 – Homework Assignment

Opening Remarks – Update on Resource Agency Meeting & Field Tour

- Tour- August 31, 2004
- Introduction to:
 - natural and built environment
 - traffic issues
 - engineering issues
 - ideas generated by Working Group



City of Dover's Zoning Ordinance Amendment

- **Traditional Neighborhood Design**
- **Mixed Use**
- **City-wide Application**

Revised Goals

- Improve the transportation system on the west side of the City of Dover to better accommodate north-south travel movements by developing and evaluating alternatives to ~~connect~~ extend Saulsbury Road with ~~New Burton Road and possibly US Route 13~~

Revised Goals

- Improve the transportation system on the west side of the City of Dover to better accommodate ~~north-south~~ local travel movements by developing and evaluating alternatives to extend Saulsbury Road

Revised Objectives

- **Mobility/Congestion/Access**
 - Provide improved travel options on the south and west sides of the City of Dover for north-south travel for residents and businesses in surrounding communities and neighborhoods
 - Reduce existing and future north-south traffic congestion on the south and west sides of Dover by providing additional capacity, where needed

Revised Objectives

- **Land Use Planning, Economic Growth & Development**
 - Maximize the compatibility of proposed transportation improvements with the comprehensive plans of Dover, Wyoming, Camden and Kent County and with the long-range plan of the Dover/Kent County MPO

Revised Objectives

- **Public Outreach**

- Establish consensus regarding the best way to extend Saulsbury Road ~~to connect with New Burton Road and possibly US Route 13~~

Key Observations from Field Tour

- Common Concerns
- Common Questions

Ideas for Alternatives – Breakout Team Results

There were a total of 25 ideas for the West Dover Connector from the 6 break-out groups:

- ? 20 of the 25 ideas suggested an extension of Saulsbury Road
- ? 18 of the 25 ideas suggested that the connector road extend up to US 13
- ? 11 of the 25 ideas suggested that the connector road tie in with Charles Polk Road
- ? 6 of the 25 ideas suggested an auxiliary connection with Wyoming Mill Road
- ? 4 of the 25 ideas suggested a connection to Webbs Lane
- ? 3 of the 25 ideas suggested a connection to Wyoming Avenue
- ? 2 of the 25 ideas suggested a connection to New Burton Road only
- ? 2 of the 25 ideas suggest the No-Build option

Table 2 Overall Ideas From Working Group Break-Out Session

Ideas for Extension of Saulsbury Road







No.	Concept #	Connector Concept – General Description	Ideas from Group 1	Ideas from Group 2	Ideas from Group 3	Ideas from Group 4	Ideas from Group 5	Ideas from Group 6
			Evio	Marge	Erich	Ed	Andrew	Chris
1	1	No Bulld						
2	2	Connection to New Burton Road Only						
3	3	Connection to Wyoming Avenue						
4	4	Connection to Webbs Lane						
5	5	Connection to Wyoming Mill Road						
6	6	Connection to Charles Polk Road					  	
7	7	Connection to US 13 around Towns of Camden and Wyoming						

Table 2 Overall Ideas From Working Group Break-Out Session



Ideas for Extension of Saulsbury Rd. with Multiple Connections










No.	Concept #	Connector Concept General Description	Ideas from Group 1 Evio	Ideas from Group 2 Marge	Ideas from Group 3 Erich	Ideas from Group 4 Ed	Ideas from Group 5 Andrew	Ideas from Group 6 Chris
8	4 + 5	Multiple connections to Webbs Lane and Wyoming Mill Road						
9	5 + 6	Multiple connections to Charles Polk Road and Wyoming Mill Road						
10	3 + 5 + 6	Multiple connections to Wyoming Avenue, Charles Polk Road , and Wyoming Mill Road						

Table 2 Overall Ideas From Working Group Break-Out Session

Ideas for not Extending Saulsbury Rd.

No.	Concept #	Connector Concept – General Description	Ideas from Group 1	Ideas from Group 2	Ideas from Group 3	Ideas from Group 4	Ideas from Group 5	Ideas from Group 6
			Evio	Marge	Erich	Ed	Andrew	Chris
11	8	Widen North Street east of Saulsbury Road or provide new parallel road in this area						
12	9	Wyoming Mill Road to Charles Polk Road connection						
13	10	Realignment of Wyoming Mill Road at Hazletville Road / North Street						

Draft Concepts

- **Concept Maps**
- **D+H provides a review using a map of each concept:**
 - **General description**
 - **What is “on structure” (in the air)**
 - **Where elevations would likely change**
 - **What movements are made via ramp, are at-grade and are metered by traffic control device**

Draft Concept 1

No Build



Draft Concept 2

Stop at New Burton Road – 4 Options



Draft Concept 3

Tie into Wyoming Avenue to US 13



Draft Concept 4

Tie into Webbs Lane to US 13



Draft Concept 5

Tie into Charles Polk Road to US 13



Draft Concept 6

Bypass Camden and Wyoming and Connect to US 13



Connect to New Burton Road North of Wyoming Avenue, Widen New Burton Road and Connect to Charles Polk Road to US 13



Draft Concept 8

Connect Wyoming Mill Road to Webbs Lane to US 13



Draft Concept 9

Connect Wyoming Mill Road to Charles Polk Road to US 13



Draft Concept 10

Other Ideas



Concepts – Pros and Cons

No.	Concept	Roadway Layout & Features	Pros/ Cons	Traffic and Travel Patterns (Mobility, Congestion, Access, Safety)	Natural Environment (Land Use Planning, Environment)	Social/Built Environment (Land Use Planning, Environment, Aesthetics)
1-10	For the No Build and for each Build Concept	This area of the matrix provides a general description of the conceptual roadway, its connection points, and any structures and interchange ramps	Pros	<p>This area of the matrix provides a general assessment of the possible benefits to:</p> <ul style="list-style-type: none"> • Relieving cut-through traffic • Providing access to transportation facilities to/from neighborhoods and destinations • Reducing travel distance and time • Improving performance of existing problematic intersections • Improving traffic operations for specific movements • Improving access across NS railroad • Improving traffic circulation 	<p>This area of the matrix provides a general assessment of the possible avoidance of affects to:</p> <ul style="list-style-type: none"> • waterways • wetlands • floodplains • habitats of potential associated threatened and endangered species 	<p>This area of the matrix provides a general assessment of the possible avoidance of affects to:</p> <ul style="list-style-type: none"> • existing development for right-of-way acquisition • future development that may occur • parklands, farmland & farmland preservation districts • historic and archeological resources • visual quality, air quality, noise and light <p>And, a general assessment if the opportunity exists to provide or improve access to existing and future parkland</p>

Concepts – Pros and Cons

No.	Concept	Roadway Layout & Features	Pros/ Cons	Traffic and Travel Patterns (Mobility, Congestion, Access, Safety)	Natural Environment (Land Use Planning, Environment)	Social/Built Environment (Land Use Planning, Environment, Aesthetics)
1-10	For the No Build and for each Build Concept	This area of the matrix provides a general description of the conceptual roadway, its connection points, and any structures and interchange ramps	Cons	<p>This area of the matrix provides a general assessment of the possible negative effects or lack of addressing study area traffic problems, where applicable, regarding:</p> <ul style="list-style-type: none"> • Cut-through traffic • Access to facilities and destinations • Travel distance and travel time • Intersection performance • Traffic operations for specific movements • Access across NS railroad • Traffic circulation • Traffic safety issues 	<p>This area of the matrix provides a general assessment of the possible adverse affects to:</p> <ul style="list-style-type: none"> • waterways • wetlands • floodplains • habitats of potential associated threatened and endangered species 	<p>This area of the matrix provides a general assessment of the possible adverse affects to:</p> <ul style="list-style-type: none"> • existing development for right-of-way acquisition • future development that may occur • parklands, farmland & farmland preservation districts • historic and archeological resources • visual quality, air quality, noise and light <p>And, a general assessment if no opportunity exists to provide or improve access to existing and future parkland</p>

Working Group

- **Breakout Teams – Work Session on Concepts**
 - Review the concepts generated
 - Are there other ideas?
 - What are your likes and dislikes?
 - What questions need to be answered/
information needed?

Ideas for Alternatives

- **Brief Breakout Team Reports**
- **Reminder: Homework Assignment due Oct 1st**

Next Steps

- **Working Group Homework – Likes/Dislikes – due October 1st**
- **Team Will Use Feedback to Refine Conceptual Ideas and Pros/Cons**
- **Meet in October to Discuss Alternatives**
- **Hold Public Workshop on Alternatives – schedule will be determined based on progress of October meeting**

Next Meeting

Fourth Working Group Meeting

Time and Date

Wednesday, October 20, 2004, 5:30PM

Location

Modern Maturity Center, DuPont Ballroom

1121 Forrest Avenue

Dover, DE 19904

Save the Date – Possible Public Workshop

Wednesday, November 10, 2004